

DO NOT RESPOND TO BANK REPORT

Movement of Stocks Showed Hesitation and Irregularity After Statement.

SOUTHERN STOCKS SOARED

Sensational Gains Made in Prices of Southern Steel and Railroad Companies.

(By Associated Press.)

NEW YORK, Nov. 18.—Prices were pushed up aggressively on the stock market to-day in the confident anticipation that the bank statement would disclose the making up of the deficit of last week in the legal reserve. The publication of the statement showed a surplus established of \$2,915,160 above the 25 per cent. legal requirement, but the movement of stocks developed some hesitation and the closing tone was decidedly irregular. With many prominent stocks showing small net losses from last night, while the conspicuous specialties held some very striking gains. Sensational gains were made in the prices of the Federal mining stocks, those of the Southern Steel companies, New York Air Brake, several Southern railroads, American Steel, Brooklyn Transit, and a number of industrial specialties of a minor grade. The general movement of prices was narrow and hesitating.

Total sales of bonds, par value, \$2,915,000. Total sales of stocks, \$36,890 shares.

(By Associated Press.)

NEW YORK, Nov. 18.—Money on call nominal; no loans, time loans steady, 60 and 90 days, 8 per cent.; six months, 8 1/2 per cent. Prime mercantile paper, 6 per cent. Sterling exchange firm with actual business in bankers' bills at 46 1/2-47 1/2 for demand and at 42 1/2-43 1/2 for 60 day bills. Posted rates 43 1/2-44 and 47. Commercial bills 42 1/2-43 1/2; bar silver, 64. Mexican dollars, 4 1/2-5.

RICHMOND STOCK MARKET.

Richmond, Va., Nov. 18, 1905.

SALES.

Seaboard Air Line 4-3.00 at 90.

Virginia-Carolina Chemical Co. preferred 1/2 at 100.

SALE SECURITIES. Bid. Asked.

North Carolina 4's, 1910, 100 100 1/2

Georgia 4's, 1910, 100 100 1/2

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OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK

By Thomas Branch & Co., Bankers and Brokers.

SALES:	Open.	High.	Low.	Closing.	LALES:	Open.	High.	Low.	Closing.
3,000 A. C. L. com.	102 1/2	103 1/2	102 1/2	103 1/2	4,000 Missouri Pacific	99 1/2	100 1/2	99 1/2	100 1/2
22,500 American Smelters, com.	14 1/2	15 1/2	14 1/2	15 1/2	4,000 National Lead	51 1/2	52 1/2	51 1/2	52 1/2
33,500 Amalgamated Copper	8 1/2	9 1/2	8 1/2	9 1/2	Nash, Chat. and St. Louis	10 1/2	11 1/2	10 1/2	11 1/2
2,400 American Car and Foundry	30 1/2	31 1/2	30 1/2	31 1/2	2,500 New York Central	15 1/2	16 1/2	15 1/2	16 1/2
500 Amer. Car and Foundry, pfd.	100 1/2	101 1/2	100 1/2	101 1/2	2,500 Norfolk and Western	8 1/2	9 1/2	8 1/2	9 1/2
American Cotton Oil	10 1/2	11 1/2	10 1/2	11 1/2	2,500 Northern Pacific	20 1/2	21 1/2	20 1/2	21 1/2
200 American Can	8 1/2	9 1/2	8 1/2	9 1/2	2,500 Pennsylvania Railroad	10 1/2	11 1/2	10 1/2	11 1/2
500 American Can, pfd.	70 1/2	71 1/2	70 1/2	71 1/2	1,000 People's Gas and Electric	49 1/2	50 1/2	49 1/2	50 1/2
4,200 Amer. Locomotive, com.	8 1/2	9 1/2	8 1/2	9 1/2	1,400 Pressed Steel Car	49 1/2	50 1/2	49 1/2	50 1/2
200 Amer. Locomotive, pfd.	11 1/2	12 1/2	11 1/2	12 1/2	8,000 Public L. & S.	8 1/2	9 1/2	8 1/2	9 1/2
2,000 American Sugar	14 1/2	15 1/2	14 1/2	15 1/2	24,700 Reading, com.	11 1/2	12 1/2	11 1/2	12 1/2
11,300 A. T. and S. Fe. com.	84 1/2	85 1/2	84 1/2	85 1/2	100 Reading, 1st pfd.	50 1/2	51 1/2	50 1/2	51 1/2
1,000 Baltimore and Ohio	110 1/2	111 1/2	110 1/2	111 1/2	1,000 Republic	97 1/2	98 1/2	97 1/2	98 1/2
85,100 Brooklyn Rapid Transit	78 1/2	79 1/2	78 1/2	79 1/2	24,700 Reading, 1st pfd.	14 1/2	15 1/2	14 1/2	15 1/2
Canada Southern	12 1/2	13 1/2	12 1/2	13 1/2	100 Reading, 2nd pfd.	50 1/2	51 1/2	50 1/2	51 1/2
3,300 Canadian Pacific	17 1/2	18 1/2	17 1/2	18 1/2	1,000 Republic, 1st pfd.	97 1/2	98 1/2	97 1/2	98 1/2
500 Chesapeake and Ohio	12 1/2	13 1/2	12 1/2	13 1/2	1,000 Republic, 2nd pfd.	97 1/2	98 1/2	97 1/2	98 1/2
1,000 Chicago Great Western	21 1/2	22 1/2	21 1/2	22 1/2	1,700 Rock Island, com.	20 1/2	21 1/2	20 1/2	21 1/2
13,100 Chicago, Mil. and St. Paul	17 1/2	18 1/2	17 1/2	18 1/2	100 Rock Island, pfd.	72 1/2	73 1/2	72 1/2	73 1/2
5,000 Colorado Fuel and Iron	27 1/2	28 1/2	27 1/2	28 1/2	21,000 St. Louis	8 1/2	9 1/2	8 1/2	9 1/2
200 Colorado South, 1st pfd.	43 1/2	44 1/2	43 1/2	44 1/2	10,700 Southern Pacific	69 1/2	70 1/2	69 1/2	70 1/2
200 Colorado South, 2nd pfd.	43 1/2	44 1/2	43 1/2	44 1/2	10,700 Southern Railway, com.	35 1/2	36 1/2	35 1/2	36 1/2
100 Consolidated Gas	17 1/2	18 1/2	17 1/2	18 1/2	10,700 Southern Railway, pfd.	35 1/2	36 1/2	35 1/2	36 1/2
300 Delaware and Hudson	23 1/2	24 1/2	23 1/2	24 1/2	Seaboard Air Line, com.	100 1/2	101 1/2	100 1/2	101 1/2
Del. Lack. and Western	49 1/2	50 1/2	49 1/2	50 1/2	Seaboard Air Line, 1st pfd.	100 1/2	101 1/2	100 1/2	101 1/2
100 Erie, 1st pfd.	81 1/2	82 1/2	81 1/2	82 1/2	Seaboard Air Line, 2nd pfd.	100 1/2	101 1/2	100 1/2	101 1/2
1,400 Erie, 2nd pfd.	73 1/2	74 1/2	73 1/2	74 1/2	Texas Pacific	12 1/2	13 1/2	12 1/2	13 1/2
500 General Electric	17 1/2	18 1/2	17 1/2	18 1/2	46,300 Union Pacific	13 1/2	14 1/2	13 1/2	14 1/2
1,700 Louisville and Nashville	13 1/2	14 1/2	13 1/2	14 1/2	12,300 United States Steel	10 1/2	11 1/2	10 1/2	11 1/2
Manhattan	11 1/2	12 1/2	11 1/2	12 1/2	4,800 Va. Car. Chem. com.	37 1/2	38 1/2	37 1/2	38 1/2
15,700 Metro. Street Railway	21 1/2	22 1/2	21 1/2	22 1/2	Va. Car. Chem. pfd.	37 1/2	38 1/2	37 1/2	38 1/2
10,500 Mo. Kan. and Tex. com.	38 1/2	39 1/2	38 1/2	39 1/2	300 Wash. com.	41 1/2	42 1/2	41 1/2	42 1/2

CLOSING BOND QUOTATIONS.

U. S. refunding 2 1/2 registered	103 1/2	104 1/2	103 1/2	104 1/2	Colo. C. C. and St. Louis gen. 4s.	123 1/2	124 1/2	123 1/2	124 1/2	Northern Pacific 4s.	103 1/2
U. S. refunding 2 1/2 coupon	103 1/2	104 1/2	103 1/2	104 1/2	Colorado Industrial 4s.	123 1/2	124 1/2	123 1/2	124 1/2	Northern Pacific 4 1/2s.	103 1/2
U. S. 4's registered	104 1/2	105 1/2	104 1/2	105 1/2	Colorado Industrial 4 1/2s. series A.	123 1/2	124 1/2	123 1/2	124 1/2	Norfolk and Western 4s.	104 1/2
U. S. 4's coupon	104 1/2	105 1/2	104 1/2	105 1/2	Colorado Industrial 4 1/2s. series B.	123 1/2	124 1/2	123 1/2	124 1/2	Norfolk and Western 4 1/2s.	104 1/2
U. S. 5's old 4s. registered	104 1/2	105 1/2	104 1/2	105 1/2	Colorado Midland 4s.	123 1/2	124 1/2	123 1/2	124 1/2	St. Louis and Iron Mountain refunding 6 1/2s.	95 1/2
U. S. 5's old 4s. coupon	104 1/2	105 1/2	104 1/2	105 1/2	Colorado and Southern 4s.	123 1/2	124 1/2	123 1/2	124 1/2	Pennsylvania com. 4 1/2s.	100 1/2
U. S. 5's New 4s. registered	123 1/2	124 1/2	123 1/2	124 1/2	China 6s.	102 1/2	103 1/2	102 1/2	103 1/2	Reading General 4s.	104 1/2
U. S. 5's New 4s. coupon	123 1/2	124 1/2	123 1/2	124 1/2	Denver and Rio Grande 4s.	102 1/2	103 1/2	102 1/2	103 1/2	St. Louis and Iron Mountain 4 1/2s.	104 1/2
American Tobacco 4s.	115 1/2	116 1/2	115 1/2	116 1/2	Missouri Pacific 4s.	104 1/2	105 1/2	104 1/2	105 1/2	St. Louis and Iron Mountain 5 1/2s.	104 1/2
American Tobacco 4 1/2s.	115 1/2	116 1/2	115 1/2	116 1/2	Eric prior 11 1/2s. 4s.	104 1/2	105 1/2	104 1/2	105 1/2	St. Louis and San Francisco 4 1/2s.	104 1/2
Atchafson General 4s.	105 1/2	106 1/2	105 1/2	106 1/2	Eric General 4s.	104 1/2	105 1/2	104 1/2	105 1/2	St. Louis Southwestern com. 4s.	104 1/2
Atchafson adjustment 4s.	8 1/2	9 1/2	8 1/2	9 1/2	Hocking Valley 4 1/2s.	95 1/2	96 1/2	95 1/2	96 1/2	Seaboard Air Line 4s.	104 1/2
Central of Georgia 4s.	113 1/2	114 1/2	113 1/2	114 1/2	Japan 6 1/2s.	94 1/2	95 1/2	94 1/2	95 1/2	Seaboard Air Line 4 1/2s.	104 1/2
Baltimore and Ohio 4s.	8 1/2	9 1/2	8 1/2	9 1/2	Japan 6 1/2s. 2d series.	94 1/2	95 1/2	94 1/2	95 1/2	St. Louis Pacific 4s.	104 1/2
Baltimore and Ohio 4 1/2s.	8 1/2	9 1/2	8 1/2	9 1/2	Japan 6 1/2s. 2d series.	94 1/2	95 1/2	94 1/2	95 1/2	Southern Pacific Int. 4s. certificates.	104 1/2
Brooklyn R. T. com. 4s.	104 1/2	105 1/2	104 1/2	105 1/2	Japan 4 1/2s. certificates.	104 1/2	105 1/2	104 1/2	105 1/2	Southern Railway 5 1/2s.	94 1/2
Central of Georgia 5 1/2s.	113 1/2	114 1/2	113 1/2	114 1/2	Japan 4 1/2s. certificates.	104 1/2	105 1/2	104 1/2	105 1/2	Texas Pacific 4s.	104 1/2
Central of Georgia Int. Inc.	75	76	75	76	Louisville and Nash, United 4s.	104 1/2	105 1/2	104 1/2	105 1/2	Toledo, St. L. and Western 4s.	104 1/2
Central of Georgia 2d Inc.	75	76	75	76	Mexican consol 4s.	104 1/2	105 1/2	104 1/2	105 1/2	Union Pacific 4s.	104 1/2
Central of Georgia Int. Inc.	75	76	75	76	Mexican consol 4 1/2s.	104 1/2	105 1/2	104 1/2	105 1/2	Union Pacific 4 1/2s.	104 1/2
Cheapeake and Ohio 4 1/2s.	104 1/2	105 1/2	104 1/2	105 1/2	Norfolk Central Int. Inc.	104 1/2	105 1/2	104 1/2	105 1/2	Union Trust Steel 2d 6 1/2s.	94 1/2
Chicago and Alton 4 1/2s.	104 1/2	105 1/2	104 1/2	105 1/2	Minn. and St. Louis 6s.	94 1/2	95 1/2	94 1/2	95 1/2	Wabash 4s.	104 1/2
Chicago, B. & Quincy 4 1/2s.	104 1/2	105 1/2	104 1/2	105 1/2	Missouri, Kansas and Texas 4s.	94 1/2	95 1/2	94 1/2	95 1/2	Wabash Deb. 4s.	104 1/2
Chicago, B. I. and Pacific R. 4s.	94 1/2	95 1/2	94 1/2	95 1/2	Missouri, Kansas and Texas 4 1/2s.	94 1/2	95 1/2	94 1/2	95 1/2	Wabash Deb. 4 1/2s.	104 1/2
Chicago, R. I. and Pacific R. Int. 4s.	94 1/2	95 1/2	94 1/2	95 1/2	National R. R. of Mexico com. 6s.	94 1/2	95 1/2	94 1/2	95 1/2	Wheeling and Lake Erie 4s.	104 1/2
Chicago, R. I. and Pacific R. Int. col. 5s.	94 1/2	95 1/2	94 1/2	95 1/2	New York Central gen. 3 1/2s.	94 1/2	95 1/2	94 1/2	95 1/2	Wisconsin Central 4s.	104 1/2
										W. and O. Col. Tr. 4s.	104 1/2